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## **BAY LINK**

Miami-Miami Beach  
Transportation Corridor Study  
c/o Communicatz, Inc.  
4141 NE 2 Avenue, Suite 101D  
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# ***Rolling Along:* Bay Link Study Completes Phase II**

*Fall 2004 Edition*



**The Bay Link Study of a proposed streetcar system connecting downtown Miami to South Beach is right on schedule. The Study Team concluded the planning aspects of Phase II by presenting its most recent findings to the Federal Transit Agency (FTA) for review in August, 2004.**

## **BAY LINK CAN**

- Connect job centers in downtown Miami to current and future residential areas there and in South Beach
- Provide an alternative to driving and the high cost of parking
- Provide a transit link for workers in Miami to service sector jobs in Miami Beach
- Improve the connection between Miami Beach and Miami activity centers such as Bayfront Park, Bayside Marketplace, American Airlines Arena, Parrot Jungle, Children's Museum, Performing Arts Center and the proposed museums in Bicentennial Park
- Provide a better connection between downtown Miami hotels and the Miami Beach Convention Center

Officially titled a Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS) application, the Phase II submission seeks approval from the FTA to formally enter into preliminary engineering. **If Bay Link merits a recommended or highly recommended rating it would be authorized to enter into the PE/FEIS phase of project development and be in position to receive federal funding.** At that point Miami-Dade Transit would assume management of the project.

# STATIONS AND STREETCARS ARE STYLISH AND STREAMLINED

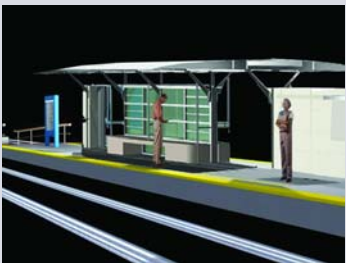
## PUBLIC PREFERENCE: STATION DESIGNS MAY VARY BY CITY

At the conclusion of the Station Area Planning Meetings, a preference for a very futuristic station design was expressed in the Miami meetings, while in Miami Beach a very simple design consistent with the city's Art Deco heritage was overwhelmingly preferred. During the next phase of the project, the public may continue to refine these station designs.



Preferred Miami Beach Station Design

Regardless of the final appearance of the stations, all will be constructed on a basic station platform 14 inches above the surface of the road. They will be 10-12 feet in width and approximately 67 feet in length, and will have ramps creating easy access for the mobility impaired. The overhead portion of the station, or canopy, will cover the width of the station platform and be about 28 feet long, covering the center doors of the streetcar so as to offer protection during rain. Citizens requested that stations be designed with a transparent windscreen which will allow for visibility but will also offer protection from blowing rain.



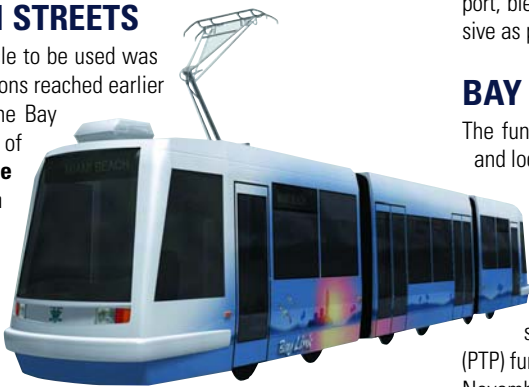
Preferred Miami Station Design

Stations will be well-lighted so as to be safe at all hours and will be marked with dynamic signage displaying the station location and time the next streetcar will arrive. Each station will offer limited seating and map displays providing information about the immediate station locale, points of interest in the general area and Miami-Dade Transit transfer points. **Fare vending machines will be located at each station from which tickets can be purchased using cash, SmartCards, debit or credit cards.** Bay Link will be an "open" system, so there will be no need to produce a ticket on entering or leaving the cars, which can cause delays. Instead, the streetcars will operate on the honor system. There will be random checks by roving inspectors who can issue citations for fines to passengers without some kind of fare receipt.

## SLEEK STREETCARS MEAN FEWER BUSES ON STREETS

Deciding on the type of vehicle to be used was one of the important conclusions reached earlier at the close of Phase I of the Bay Link Study. After a variety of options was reviewed, the technology agreed upon was streetcars.

A contributing factor in that decision was their scale, which is consistent with the urban environment in downtown Miami and South Beach. Another was that, **since streetcars are lighter than light rail vehicles, street excavation during construction is minimized.** As a result, a two-block segment of track can be installed within a month, causing less disruption to traffic. The choice of streetcars also means that Bay Link and the proposed Miami Streetcar can use the same tracks along certain stretches in downtown Miami. The streetcars will generally operate in mixed traffic within the urban cores, sharing traffic lanes with other vehicles, but will run in exclusive lanes across the MacArthur Causeway.



*...but each day there would be approximately 400 fewer buses on the streets of downtown Miami and South Beach...*

Anticipated growth in both cities will bring even more vehicles onto already-crowded streets, but each day there would be approximately 400 fewer buses on the streets of downtown Miami and South Beach as their routes would be replaced by Bay Link.

Streetcars aren't new to Miami and Miami Beach. They operated in downtown Miami, across the MacArthur Causeway and into Miami Beach from 1920 until 1939. When Bay Link is operational its route in some places will mirror that of earlier times.

The current streetcar technology used in Portland and Tacoma is sleek and streamlined, unlike the vintage trolleys now used in New Orleans, Tampa or Memphis. Cars are air-conditioned and are linked to systemwide control and safety systems, with an operator aboard each one. They operate at grade, or street level, and the station platforms are elevated, so there is no step required to enter the cars. They meet requirements of the Americans with Disabilities Act which makes them easily accessible for all passengers, including those with limited mobility.

The cars are powered by electricity which is delivered through an overhead wire supported by the catenary system. The catenary system and

single wire are attached to light poles so as not to require additional support, blending in with urban surroundings and being as visually unobtrusive as possible.

## BAY LINK FUNDING

The funding to build Bay Link will primarily come from federal, state and local sources. **Approximately fifty percent of the project's funding is anticipated from the federal government pending Federal Transit Administration (FTA) approval.** An additional twenty-five percent is targeted to come from the state of Florida through the Department of Transportation, and the remaining twenty-five percent will come from a local funding source already earmarked in the People's Transportation Plan (PTP) funded by the half penny sales tax that was approved by voters in November, 2002. The cost to construct the system in 2004 dollars is approximately \$488 million. The system would cost approximately \$12 million a year to operate and would be funded by the PTP and fares. The project is currently slated for completion in 2023 based on current cash flow analysis and MPO priorities. However, depending on FTA's rating and local priorities, completion could be advanced to as early as 2012.

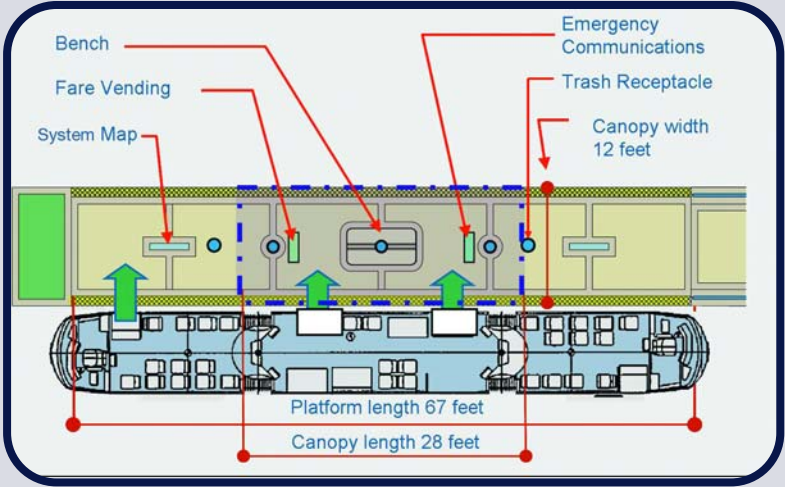
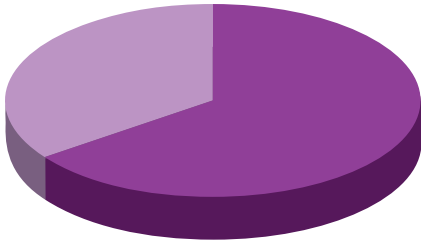
### Funding for Capital Costs

Federal	50%
State (FDOT)	25%
Local (PTP)	25%



### Funding for Operating and Maintenance Costs

PTP	65%
Fare Box Proceeds	35%



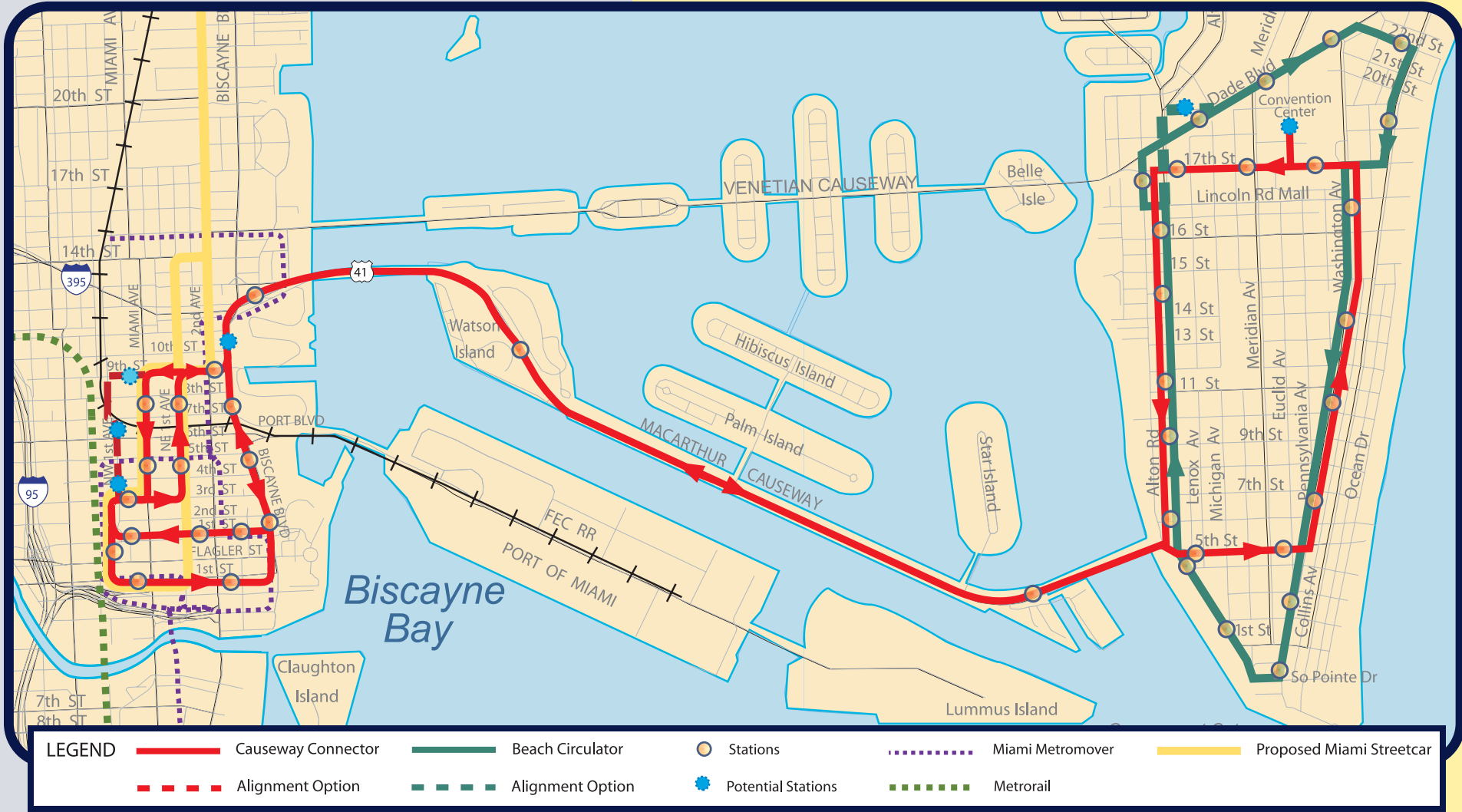
Aerial view of typical Bay Link station

## REFINEMENTS TO THE LPA

From May through July, 2004, citizens from the cities of Miami Beach and Miami participated in a series of Station Area Planning meetings. Through the course of their interaction with the study team, various determinations were reached regarding the system's alignment, station design concepts and station locations.

The refined *Locally Preferred Alternative* and proposed station areas were presented to the MPO Governing Board on July 29, 2004 for review and comment. **The LPA may be further refined as the study progresses through the PE/FEIS phase of development.**

*The LPA with the refinements suggested during Phase II of the study is shown on the map below.*





# PARTICIPATION IS IMPORTANT TO THE PROCESS

## CITIZENS HAVE THEIR SAY

Since the inception of the Bay Link Study, citizen participation has been an integral part of the process. During Phase II the Locally Preferred Alternative was divided into areas containing groups of stations, with three groups in Miami and four in Miami Beach. Two Station Area Planning Meetings were held for each station group, for a total of fourteen such meetings. The meetings were advertised in the *Miami Herald* and nearly 53,000 meeting notice postcards were mailed to residents and business owners with properties adjacent to the streetcar system and its proposed stations.

*Two Station Area Planning Meetings were held for each station group, totaling fourteen such meetings.*

During the first round of station meetings, a presentation showed the proposed alignment and several options for the specific location of each station. Conceptual station designs were also presented and participants were shown options for features such as the station canopy, seat-

ing, lighting, artwork, landscaping and hardscape, which included designs in the pavement. **Participants were asked to offer their suggestions and preferences concerning the LPA, station locations and station design.** *The designs preferred by citizens of Miami and Miami Beach are shown to the right and inside.*

Study planners analyzed those suggestions and incorporated them into the conceptual design. At the second round of meetings, participants saw illustrations of the suggested alignment changes as well as the station design and locations agreed upon by consensus at the previous meeting. The results of these meetings were also reviewed by staff from the City of Miami Beach, the City of Miami and the Bay Link Advisory Committee (BLAC).

## \* SPECIAL PRESENTATIONS

During Phase II, the Study Team made special presentations in Miami Beach to the Chamber of Commerce, Transportation & Parking Committee, Planning Board and Lincoln Road Marketing Council. In Miami the Study was presented to the Downtown Development Authority.

After the Station Area Planning Meetings were concluded, presentations of the Bay Link Study Phase II results were made to the Cities of Miami and Miami Beach Commissions. On July 29, 2004 the results were presented to the MPO Governing Board.



Station Area Planning Meetings.



Washington Avenue Station

American Airlines Arena Station



## BLAC RECOMMENDATIONS:

- 1 Accept the Locally Preferred Alternative as further developed during Phase II as the basis for the application to the Federal Transit Administration for the Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS)
- 2 Reiterate that the technology of the Bay Link Locally Preferred Alternative is streetcars
- 3 Assure that Bay Link streetcars provide easily accessible connections to all existing and proposed modes of transportation within Miami-Dade County
- 4 Direct that the submittal of the PE/FEIS be completed by mid August 2004 in order to be included in the upcoming New Starts cycle at the Federal Transit Administration
- 5 Upgrade the Bay Link (streetcar) corridor priority in the current Miami-Dade County Long Range Plan
- 6 Continue the Bay Link (streetcar) project development process, in cooperation with Miami-Dade Transit, through future phases such as preliminary engineering, final design and construction

## BAY LINK ADVISORY COMMITTEE SENDS RECOMMENDATIONS TO MPO

As part of the Bay Link community outreach program, a Bay Link Advisory Committee (BLAC) was created. Its formation was in compliance with a resolution of the Miami Beach City Commission passed at the conclusion of Phase I asking that an advisory committee be formed to review and monitor the Study as it moved forward.

Comprised of eleven appointees, the BLAC membership included • one from MPO/Miami-Dade County Commission District 5 • one from Miami-Dade County • one from the Florida Department of Transportation (FDOT) District 6 • four from Miami • four from Miami Beach.

Miami-Dade County Commissioner Bruno Barreiro represented District 5. Miami-Dade County was represented by Surface Transportation Manager Dr. Carlos Bonzon and FDOT was represented by Director of Production Javier Rodriguez.

The City of Miami was represented by Commissioners Arthur Teele and Johnny Winton, City Director of Capital Improvements & Transportation

Mary Conway and Miami Dade College Wolfson Campus President Rolando Montoya. The City of Miami Beach was represented by Commissioners Matti Bower and Luis Garcia, Parking & Transportation Committee Member Stephen Nostrand and Planning Board Member Jean-François Lejeune. Mr. Nostrand was elected chairman at the first meeting and Dr. Montoya chaired the second meeting.

Over the course of its two meetings the BLAC reviewed the • LPA and its Phase II refinements • station area designs selected by citizens of Miami and Miami Beach • preliminary assumptions and results for the capital costs of constructing the streetcar project • costs of operating and maintaining the project once the system is operational • and the projected system ridership. **At the conclusion of its second meeting on July 21, 2004, by a majority vote the BLAC adopted a set of recommendations which were presented to the MPO.**

*See panel to left.*

# BAY LINK *at a glance*



*Bay Link streetcar operating in mixed traffic*

- Bay Link will have over 18.5 miles of track in Miami and Miami Beach
- The current LPA has 42 stations, making it easily accessible
- Ridership for Bay Link is projected at 20,000 per day or 6.2 million annually
- There will be 18 streetcars operating on the Bay Link system arriving every 5 minutes during peak periods
- The proposed Miami Streetcar and Bay Link system could share some of the same stations and track in downtown Miami, resulting in a cost savings for both projects
- Trip time from Government Center in Miami to the Miami Beach Convention Center would be 27 minutes
- Each day there would be 400 fewer buses on the streets of downtown Miami and South Beach as their routes would be replaced by Bay Link
- Capital costs would be about \$488 million in 2004 dollars, funded by federal, state and local People's Transportation Plan dollars
- Operating and maintenance costs would be about \$12 million a year, paid by the People's Transportation Plan and fares
- Completion is currently scheduled for 2023 but could be advanced to as soon as 2012